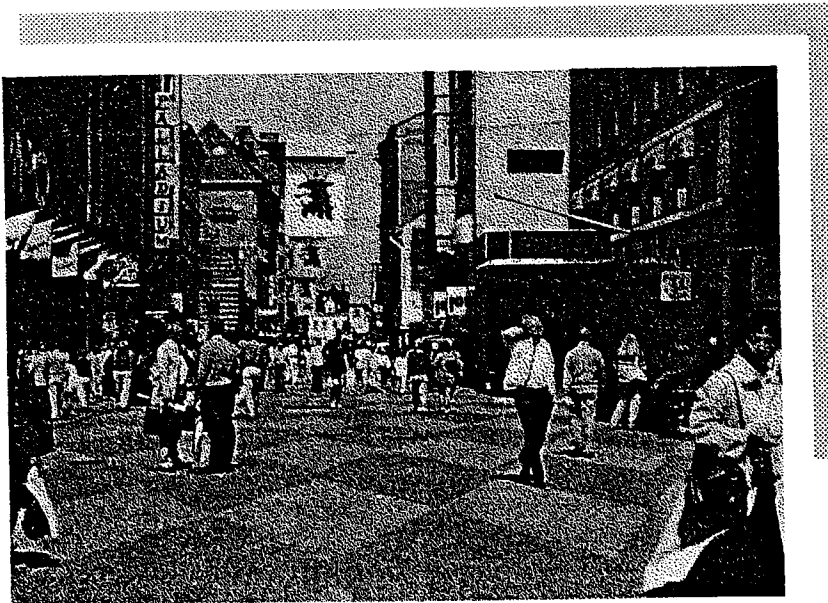
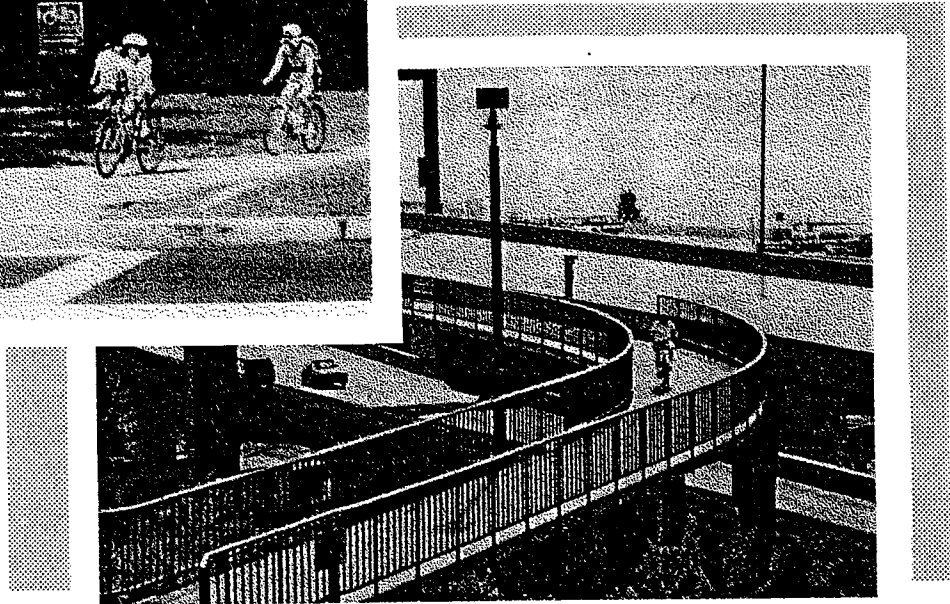
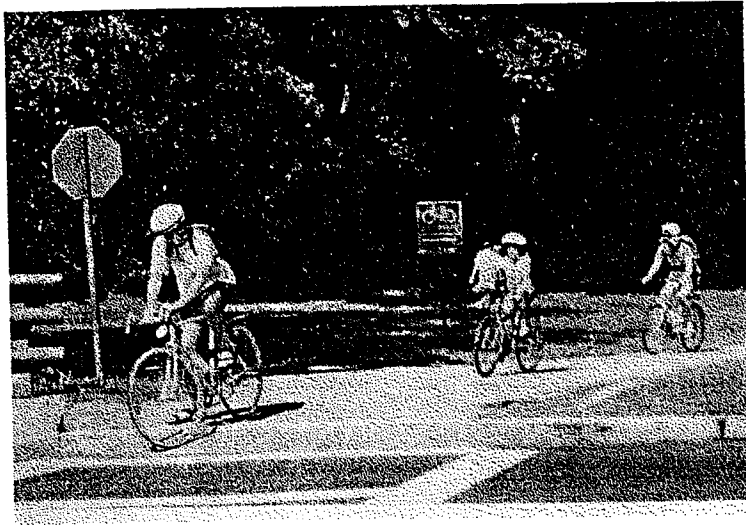


The Fulton County Bicycle and Pedestrian Plan



**FULTON COUNTY
BOARD OF COMMISSIONERS**

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**FULTON COUNTY DEPARTMENT
OF PLANNING & ECONOMIC DEVELOPMENT**

141 Pryor Street, Suite 5001
Atlanta, Georgia 30303
404-730-8078

The Fulton County Bicycle and Pedestrian Plan

Adopted April 5, 1995

(As Amended, September 17, 1997)

The Fulton County Bicycle and Pedestrian Plan

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Graphics source: the National Bicycling and Walking Study, U.S. Department of Transportation, Publication No. FHWA-PD-94-023

Introduction

Bicycle and pedestrian travel can:

- *provide realistic travel alternatives*
- *reduce traffic congestion*
- *improve environmental quality*
- *offer closer ties to natural and social surroundings.*

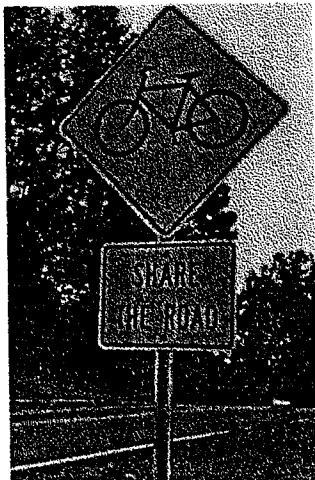
Northern Georgia's mild climate and moderate terrain offer excellent conditions for bicycling and walking by people of different abilities for a variety of purposes. However, land development patterns and the transportation network that support them are designed primarily for motor vehicle traffic.

People who walk or bicycle along roadways experience unsafe or unpleasant conditions. As a result, most travelers feel the need to drive to each destination, however close or convenient. The unnecessary vehicular traffic contributes to roadway congestion and environmental impacts; it also separates the individual from contact with his natural and social surroundings.

Purpose

In the Plan, Fulton County:

- *integrates bike/ped facilities into transportation systems*
- *promotes safe, efficient and convenient travel*
- *develops facilities consistent with other area plans*



The Fulton County Bicycle and Pedestrian Plan establishes a policy guide for Fulton County to integrate bicycle and pedestrian facilities as fully functional transportation systems within the county.

Fulton County has a vision to develop complementary, integrated transportation networks for road, transit, bicycle, pedestrian, rail and air travel. Each travel "mode" can serve mobility needs at different scales, from walking to the store to transcontinental flight. These networks should provide ways for people and goods to move from one mode to another, going in Fulton County or to other places, in a safe, efficient and convenient manner.

Any successful transportation network must provide connectivity to other areas. The plan, therefore, goes beyond unincorporated Fulton County by including information related to Fulton municipalities and other area networks. Fulton County is committed to working with other jurisdictions to provide the best system possible.



Bicyclists and pedestrians face one primary challenge.



Existing Conditions

Bicycling and walking are popular recreational activities among people of all ages. According to The National Bicycling and Walking Study (U.S. D.O.T. April, 1994), over 130 million Americans do one or both regularly. However, as transportation modes, bicycling and walking in Fulton County accounted for only 0.17 percent and 2.64 percent of all travel trips, respectively, in the last census.

The difference between recreation and transportation, according to a 1992 Louis Harris Poll, is the lack of safe, convenient bicycle facilities that keeps interested people from bicycling. The lack of pedestrian facilities in traffic keeps potential pedestrians in their cars.

There are few existing facilities. Those facilities that are available tend to be isolated, not reaching to where people want to go. As a result, most pedestrians and bicyclists travel along "hostile" roadways, at a hazard to themselves and creating concern about liability issues.

And yet, twenty-seven percent of all travel trips have destinations within walking range (under a mile), and almost half are within bicycling distance (three miles or less). Even if only a portion of these trips are diverted from vehicle use, even only some of the time, the net gain to the community of less congestion, improved air quality and personal health can be substantial.

Issues

There are several issues that the Plan must consider:

- few places to walk or ride
- lack of safety
- lack of support systems
- diversity of needs
- cost of investment
- community priorities

A successful plan must address user needs, design and implementation issues. It also should take advantage of opportunities that reduce obstacles to developing bicycle and pedestrian facilities. Lastly, it needs to negotiate constraints imposed by limited resources and resistance to change.

Existing conditions raise some of the most obvious issues in encouraging bicycle and pedestrian use. There are few facilities designated for walking or riding, and people who do walk or ride have no assurance of safety. There is also a lack of benches, shelters, bike



racks or other support systems to make walking or riding convenient.

The diversity of people and their needs raise other issues. For example, there are three identified types of bicyclists: experienced adult riders, typically the "commuter" cyclist; occasional-use adult cyclists, whose comfort and skills vary widely; and lastly, juvenile riders, who lack some skill or judgement yet often rely on bicycling for their mobility. How does a facilities network accommodate the needs of such different users?

Lastly, how much does Fulton County as a community want to invest in bicycle and pedestrian facilities and services? Capital outlays, maintenance, enforcement and community outreach are all required to make full use of that investment. The need for bicycle and pedestrian systems must be weighed against other community priorities for support and funding.

Opportunities

Recent federal legislation:

- *removes regulatory obstacles to bicycle and pedestrian systems*
- *allows federal transportation dollars to fund bicycle and pedestrian projects*
- *encourages transportation projects that improve air quality*

Across The Country...

There are many ways to make bicycle and pedestrian networks an attractive investment. These opportunities can help bicycle and pedestrian improvements compete for limited resources.

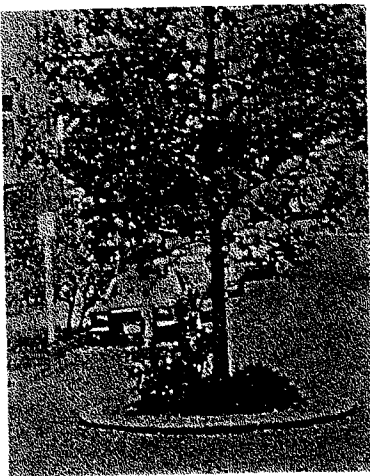
A new, significant opportunity comes through national transportation policies. The Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA (pronounced "iced tea"), sets a goal for America to look at different solutions to mobility problems. ISTEA views bicycle and pedestrian networks as transportation facilities, not amenities.

As a result, for the first time, federal transportation funds can be used for these systems. ISTEA also removes legal, financial and procedural obstacles to including bicycle and pedestrian systems in a community's overall transportation network. Lastly, ISTEA encourages state, regional and local public agencies to provide these systems as well.



Fulton County can take advantage of:

- *high community interest*
- *simple retrofits to existing facilities and services*
- *changes in standard building, site and facility designs*



Another opportunity comes from the Clean Air Act Amendment of 1990 (CAAA). CAAA requires metropolitan areas that do not meet air quality standards to program transportation projects that together improve air quality. Further, it offers Congestion Management and Air Quality (CMAQ, pronounced "see mac") funds for transportation projects that improve overall air quality.

And In Fulton County...

In Fulton County, there is high community interest in developing bicycle and pedestrian networks. Public agencies and citizens alike are becoming aware that roadway improvements alone can't solve mobility problems. Road capacity improvements don't reduce congestion.

Quality of life is also important. Air pollution in the Atlanta region is getting noticeably worse. More people are unwilling or unable to make a personal investment in car and car travel costs. The potential to combine transportation needs and a healthier lifestyle is appealing.

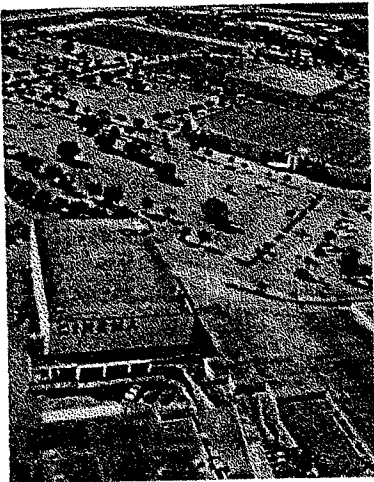
Many simple accommodations can make existing facilities and services work better for a small investment. For example, the MARTA transit system allows bicycles on all trains, which has not caused any problems with service. Bike parking at stations and bike racks on buses would be other low-cost ways to make MARTA more responsive to bicyclists. Sidewalks connecting stations and stops would reduce the need for residents and workers to drive to MARTA facilities.

There is also an opportunity to develop bicycle and pedestrian facilities along with other improvements. Road construction, water and sewerage projects and utility relocation can accommodate bicycle and pedestrian facilities for an incremental cost. Private development can as well, such as in site design and building construction.

Constraints

Plans for bicycle and pedestrian systems are constrained by:

- *limits on physical space*
- *limits for development regulations*
- *potential legal liability*
- *access to funding*



There are limits to Fulton County's ability to address issues and take advantage of opportunities. Acknowledging and understanding constraints will give bicycle and pedestrian planning a realistic framework for implementation.

One constraint is physical. Retrofitting some existing transportation corridors for bicycle and pedestrian uses may be impracticable because space is limited. For example, along a street where existing right-of-way is lacking, adding a sidewalk would require utility relocation and additional building setbacks—very unpopular and costly options.

Other constraints come from the legal environment. There are legal limits to which zoning or development regulations can be used to require private development to provide system improvements. Liability exposure from inadequate design, maintenance or security can make private property owners reluctant to provide bicycle and pedestrian systems.

Of course, the main limiting factor is public funding. Fulton County's access to federal funds is controlled by metropolitan and statewide transportation planning agencies: the Atlanta Regional Commission and Georgia Department of Transportation, respectively. Regional interests and competition can outweigh local priorities; other transportation projects can outweigh bicycle and pedestrian projects.

Further, local funding may require diverting public dollars from other projects or programs, all of which are important to the community. Bicycle and pedestrian facilities and services must show a clear value to successfully compete for limited local resources, or new resources need to be identified.

Goals, Objectives and Policies

Goal: encourage bicycle and pedestrian travel

Objectives:

- *provide bicycle and pedestrian facilities*
- *include support systems and services*
- *build knowledge and skill*



What does our goal mean?

How do we develop our goal into a plan for action?

Plans use goal and objective statements to describe what the community wants and how to accomplish it. The goal in the Bicycle and Pedestrian Plan is to encourage bicycling and walking as viable transportation modes.

To reach that goal, there must be safe and convenient bicycle and pedestrian facility networks. Networks must include destinations that will draw users, and facilities and services to support those users. We must also encourage knowledge and skill building for cyclists and pedestrians to increase travel safely. Lastly, there is a need to promote drivers' awareness of the needs and rights of cyclists and pedestrians.

The next step is to translate goals and objectives into action statements that reflect the issues, opportunities and constraints that the community needs to work with. These action statements are policies, and lay the framework for specific plan recommendations.

Our stated goal is to encourage bicycle and pedestrian travel as viable transportation modes. This requires that we emphasize bicycle and pedestrian travel as having a transportation purpose and actual destinations, rather than performing a recreational activity in itself.

Encouraging bicycle and pedestrian travel means that facilities and services should be provided in advance of demonstrated demand. We have neither data nor accurate estimates for local travel demand. Therefore, we must assume that if people are comfortable using the facilities, and the facilities are well maintained and lead to appealing destinations, bicycle and pedestrian travel will increase.

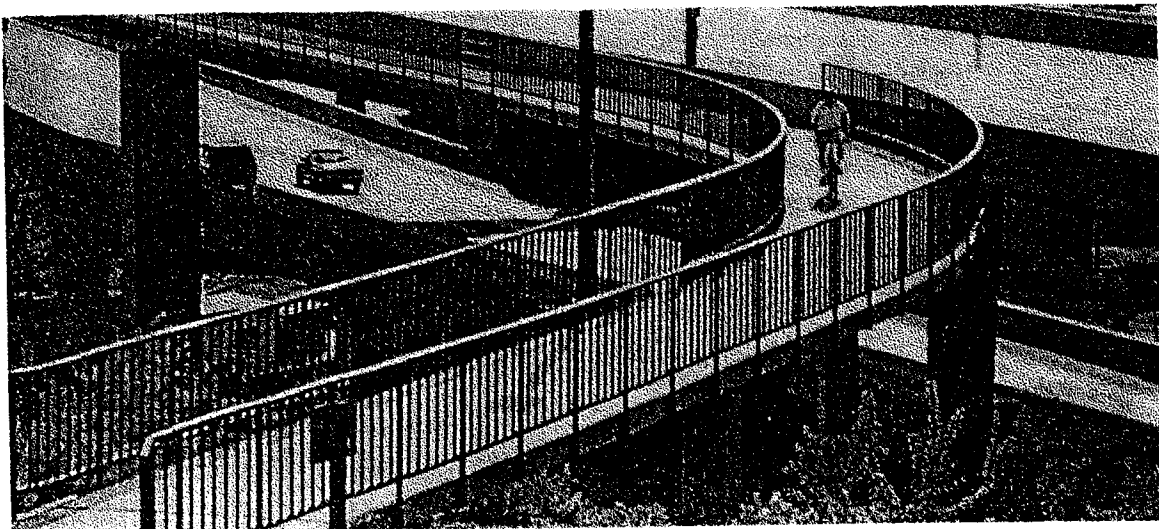
Facilities-oriented policies include:

- *Design...*
- *Financing...*
- *Network Development...*



The first objective is to provide bicycle and pedestrian facilities. Policies which will help achieve this objective include:

- Use best professional practices for facility design and operation
- Change design standards for public and private infrastructure to accommodate bicycle and pedestrian systems
- Identify opportunities to retrofit facilities with a minimal time or cost investment
- Identify projects that can successfully compete for federal transportation dollars
- Identify innovative public/private financing opportunities
- Develop facility networks that provide access to common destinations
- Develop facilities in conjunction with planned roadway or other public improvements
- Provide connectivity to regional, statewide and other local facility networks
- Provide interfaces to other transportation modes
- Identify and evaluate existing facilities and facilities planned by other agencies for consistency with Fulton County policies



Support system policies include:

- *Public Safety...*
- *Travel Amenities...*
- *Maintenance...*



System use and safety policies include:

- *Bicyclist/ped. Training...*
- *Driver Training...*
- *Community Outreach...*

The second objective, to provide support systems and services, can be articulated with the following policies:

- Develop an emergency services program, including enforcement/medical call and assistance capabilities
- Incorporate bicycle/pedestrian awareness in public safety personnel training
- Enforce bicycle and pedestrian traffic codes and develop bicycle maintenance codes/licensing
- Identify opportunities to provide bicycle parking and/or storage, and pedestrian shelters, benches and sidewalks, in conjunction with public facility site improvements
- Develop incentives for the private sector to provide bicycle parking and/or storage facilities, benches and other support systems to existing developments
- Consider opportunities to locate bicycle and pedestrian facilities where refreshments, rest facilities and other amenities are readily available, such as in parks or retail areas
- Develop a bicycle/pedestrian facilities maintenance program and incorporate into other maintenance functions

Our third objective is to build knowledge and skills among bicyclists and pedestrians, which will promote system use and safety. This objective can be accomplished with the following policies:

- Conduct bicycle and pedestrian safety training programs as part of public and private school curricula
- Incorporate bicycle and pedestrian awareness into driver education, training and testing programs
- Develop partnerships with private advocacy groups to distribute facility information, evaluate facilities and provide safety classes to the public
- Provide information and materials to public service providers, medical facilities and community-outreach programs to raise awareness of safety issues
- Develop a continuing marketing program to encourage the use of bicycle and pedestrian facilities

Plan Implementation

The Plan will require four major efforts :

- *Institutionalize bike/ped facilities and programs within Fulton County*



- *Identify priority projects*
- *Pursue an innovative financing program*

Policies provide a framework to develop specific actions to implement the plan. An unchanging action-items list cannot, however, respond to opportunities offered by emerging federal, state and local initiatives. An adopted time schedule has the same limitations.

It is not the intention of this plan to set permanent tasks or a fixed schedule. Rather, the bicycle/pedestrian initiative will be guided by public involvement, coordination with other agencies, and development opportunities to adapt action items as needed. However, four major efforts can be readily identified as necessary for the success of the Bicycle and Pedestrian Plan.

First, bicycle and pedestrian facilities and programs need to be institutionalized within Fulton County as necessary priorities. Unless they are included within county planning, financing, construction and maintenance functions, bicycle/pedestrian facilities and programs will not be implemented to the maximum extent possible.

Institutionalizing will require adoption of the Plan and funding initiatives by the Fulton County Board of Commissioners. It will also require consistent administrative support.

Second, there is a need to identify priority projects that can be developed for minimum cost and maximum community impact. Fulton County is necessarily starting "from scratch" with limited resources. Also, bicycle and pedestrian transportation has yet to be recognized as a community priority. Initial projects must be highly visible and a good value for public investment.

Next, there must be an aggressive effort to develop financing for Fulton County's bicycle/pedestrian program. There is no current institutionalized local funding source, nor are there predictable federal and state funds. It will be critical to take a proactive

- *Establish a continuous, adaptive planning process*

approach to identify other funding opportunities until steady funds come available.

Fourth, the success of the Plan will depend on a commitment to an active public participation. Citizens and elected officials will look for assurances that the program will reflect community consensus. Additionally, as facilities and programs are developed, information will come available on traffic levels, costs and user satisfaction.

Planning will therefore be a continuous, not occasional, process. The planning process should include data collection, existing and future needs assessments, and an opportunity for the community to revisit the direction of Fulton County's bicycle and pedestrian initiative.



Actions For Implementation

Institutionalize Bicycle and Pedestrian Facilities and Programs Within Fulton County:

Revisions in Public Standards

Adopt the American Association of State Highway and Transportation Officials (AASHTO) design guidelines for bicycle and pedestrian facilities;

Educate Fulton County policy makers in network development, financing and liability for bicycle and pedestrian facilities and programs;

Adopt revised road construction standards to integrate bicycle and pedestrian facilities in transportation corridors, including adequate rights-of-way, grading and drainage, utility location and facility placement;

Adopt a revised standard utility easement contract to include bicycle and pedestrian access rights in easements and at crossings;

Lead by example in the development of public facilities or properties, where standards adopted through the zoning resolution or building code are applied to public projects;

Challenge other public entities to lead by example for their facilities located in Fulton County, such as the Fulton County Board of Education, state and federal agencies, and public authorities.

Revisions in Private Standards

Adopt a revised zoning resolution to include bicycle and pedestrian facilities and support systems as part of development requirements, including but not limited to: a bicycle and pedestrian circulation plan; secure, convenient bicycle parking; interparcel access for bicycles and pedestrians; pedestrian- and bicycle-friendly landscaping; pedestrian shelters and transit stops adjacent to public roadways;

Offer incentive programs for proposed developments to provide bicycle/pedestrian access and support systems, such as through the use of density increases, reduced auto parking requirements, consideration of bicycle/pedestrian/transit facilities for calculating landscaping or buffer requirements;

Adopt a revised building code standard to include showers and changing facilities within nonresidential buildings.

Education

Develop community education programs for bicyclists, pedestrians and drivers, including bicycle and pedestrian safety awareness, skill-building, vehicle maintenance and traffic laws;

Educate Fulton County staff in design, maintenance and financing for bicycle and pedestrian facilities;

Identify Priority Projects

Prepare a countywide inventory of existing sidewalks and bicycle routes, noting potential connections between existing facilities;

Prepare countywide bicycle and pedestrian facility maps that will identify transportation corridors which are likely to provide an even distribution of facilities and regional connectivity (see Appendix A);

Develop objective rating criteria to assess bicycle and pedestrian project proposals. Criteria should include but not be limited to ones that address value (minimum cost and maximum community impact); attractiveness of facility destinations; connectivity to existing or planned transportation facilities; and demonstrated community support (see Appendix B).

Pursue an Innovative Financing Program

Develop public/public partnerships to finance facilities and support services that meet multiple public purposes or missions, such as transit-oriented sidewalks or Americans with Disabilities Act access/design requirements;

Develop a program to build public/private partnerships to finance facilities and services in existing developments;

Develop a sponsorship program in which community-oriented groups can participate in the construction or maintenance of facilities and support systems;

Program set-aside funds to provide dedicated capital and maintenance dollars for bicycle and pedestrian facilities;

Actively pursue federal transportation dollars available for bicycle and pedestrian facilities, and commit to leveraging successful proposals with local dollars.

Establish a Continuous, Adaptive Planning Process

Incorporate the Fulton County Bicycle and Pedestrian Plan as part of the Comprehensive Strategic Plan process, including regular public input and refinement of the proposed facility network;

Incorporate bicycle and pedestrian facilities as part of the Fulton County Capital Improvement Program (CIP) and the Atlanta Region's Transportation Improvement Program (TIP) processes;

Coordinate with other area planning efforts, including the Atlanta Region's Regional Plan, the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, the Georgia Statewide Bicycle and Pedestrian Plan, and adjacent jurisdictions' plans.



APPENDIX A:

● SCHOOLS

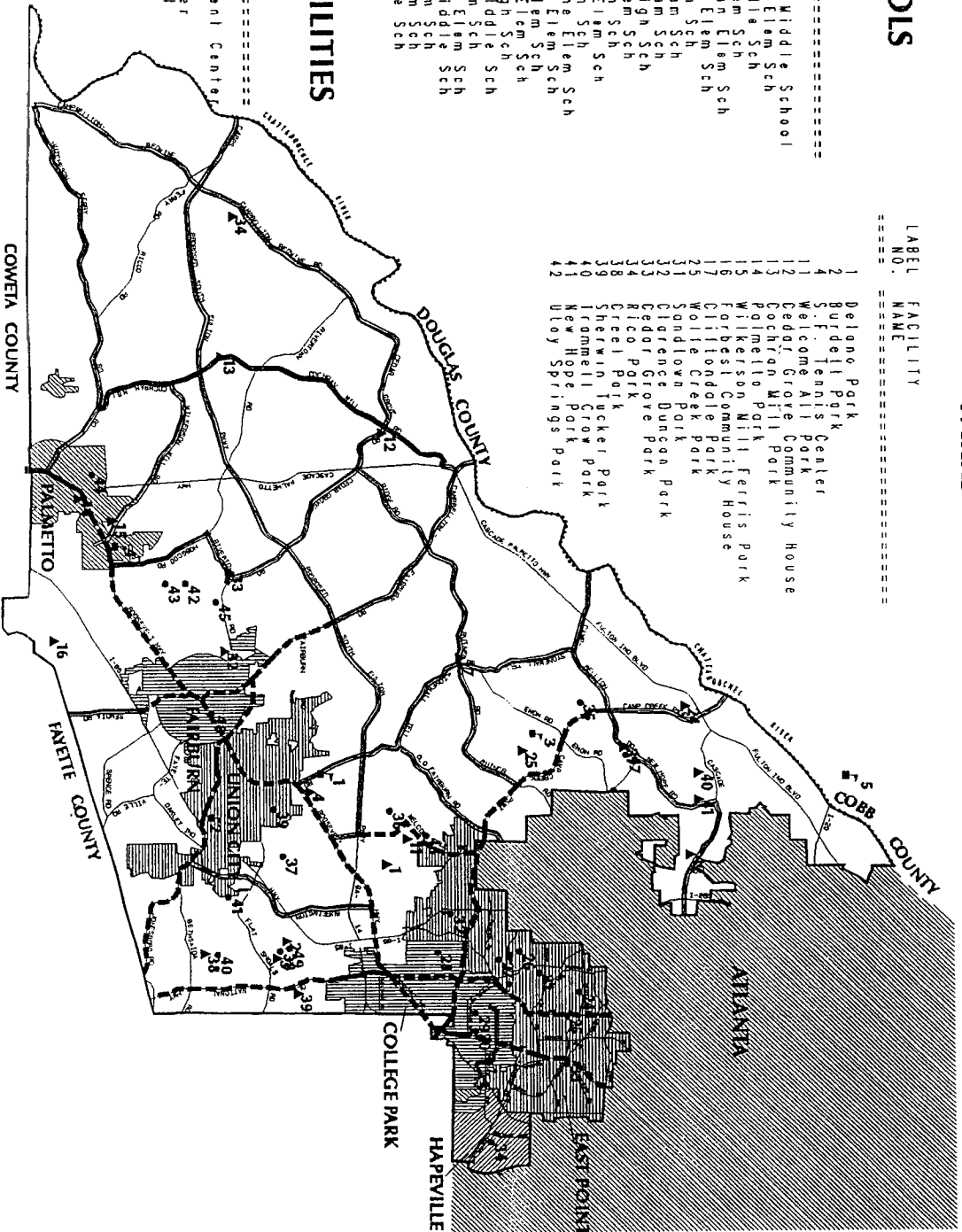
LABEL NO.	SCHOOL NAME
24	Paul D. West Middle School
25	Conley Hills Elem Sch
26	Woodland Middle Sch
27	W. Olive Elem Sch
28	Horiet Tubman Elem Sch
29	College Park Elem Sch
30	McGowan High Sch
31	Oak Knoll Elem Sch
32	Brookview Elem Sch
33	Trl Cities High Sch
34	Hopewille Elem Sch
35	Westlake High Sch
36	Seaborn Lee Elem Sch
37	Bonaker High Sch
38	Mary W. Balhune Elem Sch
39	C.H. Gullotti Elem Sch
40	Love Nelson Elem Sch
41	S. L. Lewis Elem Sch
42	Creekside High Sch
43	Beat Creek Middle Sch
44	Polmetto Elem Sch
45	Evolution West Elem Sch
46	Comp Creek Middle Sch
47	Rondelet Elem Sch
48	Combell Elem Sch
49	Mendel Middle Sch

▲ PARKS

LABEL NO.	FACILITY NAME
1	Belmont Park
2	Burdell Park
3	S.F. Tennis Center
4	Welcome All Park
11	Walden Community House
12	Cochran Mill Park
13	Polmetto Park
14	Wilkinson Mill Ferris Park
15	Forbes Community House
16	Cliffondale Park
17	Wolfe Creek Park
25	Sandtown Park
31	Clarence Dunson Park
32	Cedar Grove Park
33	Rico Park
34	Creech Park
38	Sherwin Tucker Park
39	Trammell Crow Park
40	New Hope Park
41	Utoy Springs Park
42	

■ OTHER FACILITIES

LABEL NO.	FACILITY NAME
1	S.F. Government Center
2	Shannon Mall
3	Olympic Center
4	S.F. Sky Port
5	Six Flags

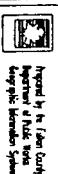


FULTON COUNTY
SOUTH OF THE CITY OF ATLANTA

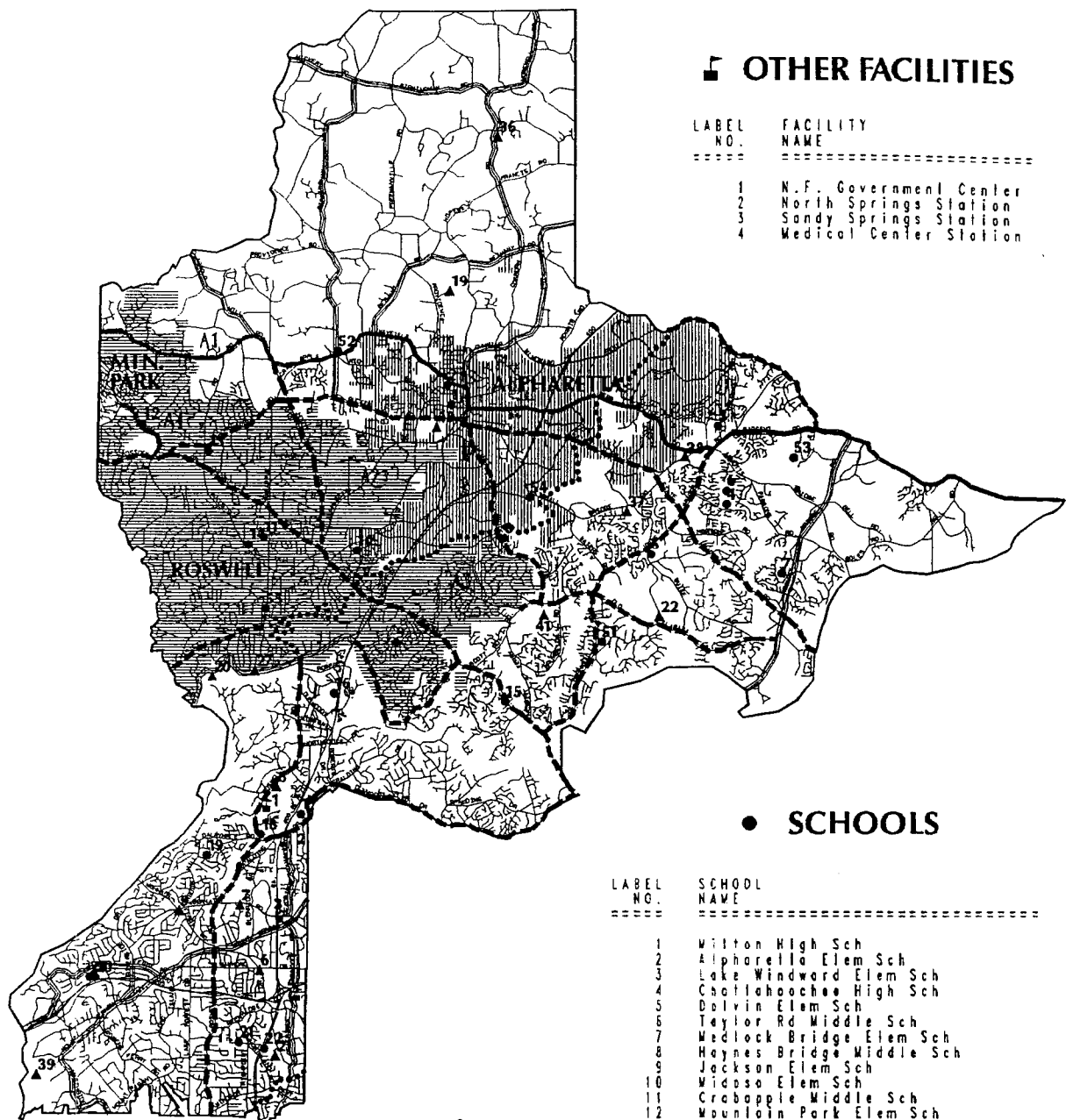
BICYCLE TRANSPORTATION FACILITIES MAP (AS AMENDED)

CLASS I BICYCLE
FACILITY (OFF ROAD)
with Pedestrian Walkway
CLASS II BICYCLE
FACILITY (ON ROAD)
GREENWAY

SCALE 1" = 13000'



2002/2/2



OTHER FACILITIES

LABEL NO.	FACILITY NAME
1	N.F. Government Center
2	North Springs Station
3	Sandy Springs Station
4	Medical Center Station

SCHOOLS

LABEL NO.	SCHOOL NAME
1	Wilton High Sch
2	Alpharetta Elem Sch
3	Lake Windward Elem Sch
4	Chattahoochee High Sch
5	Dalvin Elem Sch
6	Taylor Rd Middle Sch
7	Medlock Bridge Elem Sch
8	Haynes Bridge Middle Sch
9	Jackson Elem Sch
10	Midoco Elem Sch
11	Crabapple Middle Sch
12	Mountain Park Elem Sch
13	Roswell High Sch
14	Roswell North Elem Sch
15	Holcomb Bridge Middle Sch
16	Sandy Springs Middle Sch
17	Woodland Elem Sch
18	North Springs High Sch
19	Spalding Drive Elem Sch
20	Riverwood High Sch
21	High Point Elem Sch
22	Ridgeview Middle Sch
23	Heards Ferry Elem Sch
50	Parklane Elem School
51	Barnwell Elem School
52	Crabapple Crossing Elem School
53	Findley Oaks Elem School
54	New Prospect Elem School
55	Independence High School

PARKS

LABEL NO.	FACILITY NAME
6	Hammond Park
7	North Fulton Tennis Center
8	Morgan Falls Park
9	Abernathy Park Arts & Crafts Center
10	Wills Park
19	Providence Park
20	Chattahoochee Nature Center
21	Ridgeview Park
22	Aulry Mill Nature Preserve
27	Chattahoochee River Park
36	Bell Memorial Park
37	Ocee Park
38	Ocee Community House
39	Chattahoochee River National Park Service (Palisades)
40	Chastain Park
41	Newtown Park



**CLASS I BICYCLE
FACILITY (OFF ROAD)**
with Pedestrian Walkway



**CLASS II BICYCLE
FACILITY (ON ROAD)**



GREENWAY

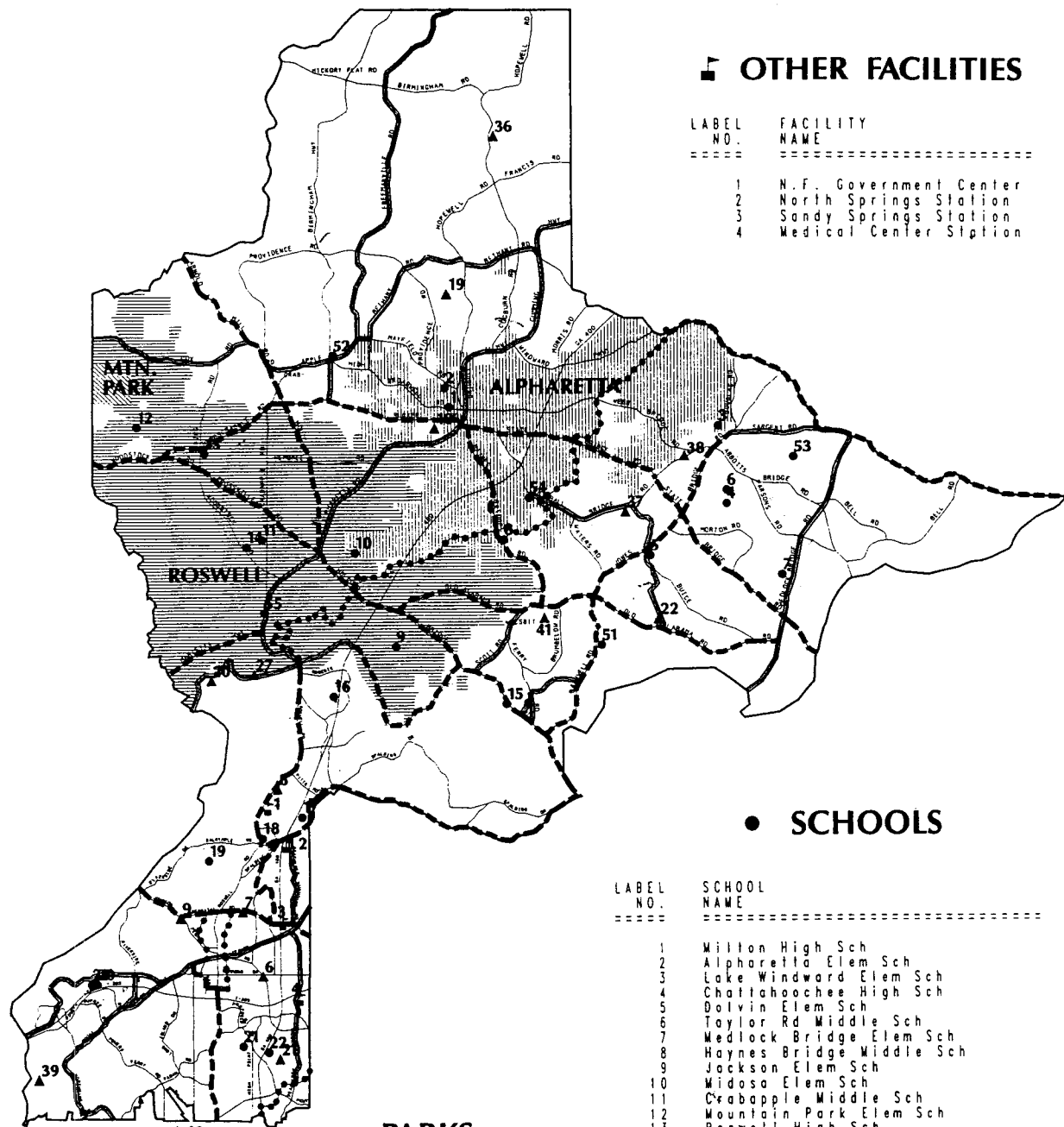
FULTON COUNTY NORTH OF THE CITY OF ATLANTA BICYCLE TRANSPORTATION FACILITIES MAP (AS AMENDED)



SCALE 1" = 11000'

Prepared by the Fulton County
Department of Public Works
Geographic Information System

10/16/02/04



OTHER FACILITIES

LABEL NO.	FACILITY NAME
1	N.F. Government Center
2	North Springs Station
3	Sandy Springs Station
4	Medical Center Station

SCHOOLS

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8	Haynes Bridge Middle Sch
9	Jackson Elem Sch
10	Midosa Elem Sch
11	Crabapple Middle Sch
12	Mountain Park Elem Sch
13	Roswell High Sch
14	Roswell North Elem Sch
15	Holcomb Bridge Middle Sch
16	Sandy Springs Middle Sch
17	Woodland Elem Sch
18	North Springs High Sch
19	Spalding Drive Elem Sch
20	Riverwood High Sch
21	High Point Elem Sch
22	Ridgeview Middle Sch
23	Heards Ferry Elem Sch
50	Parklane Elem School
51	Barnwell Elem School
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40	Chastain Park
41	Newtown Park



**CLASS I BICYCLE
FACILITY (OFF ROAD)**
with Pedestrian Walkway



**CLASS II BICYCLE
FACILITY (ON ROAD)**



GREENWAY

**FULTON COUNTY
NORTH OF THE CITY OF ATLANTA**

BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAY PLAN FACILITIES MAP



SCALE 1" = 11000'



● SCHOOLS

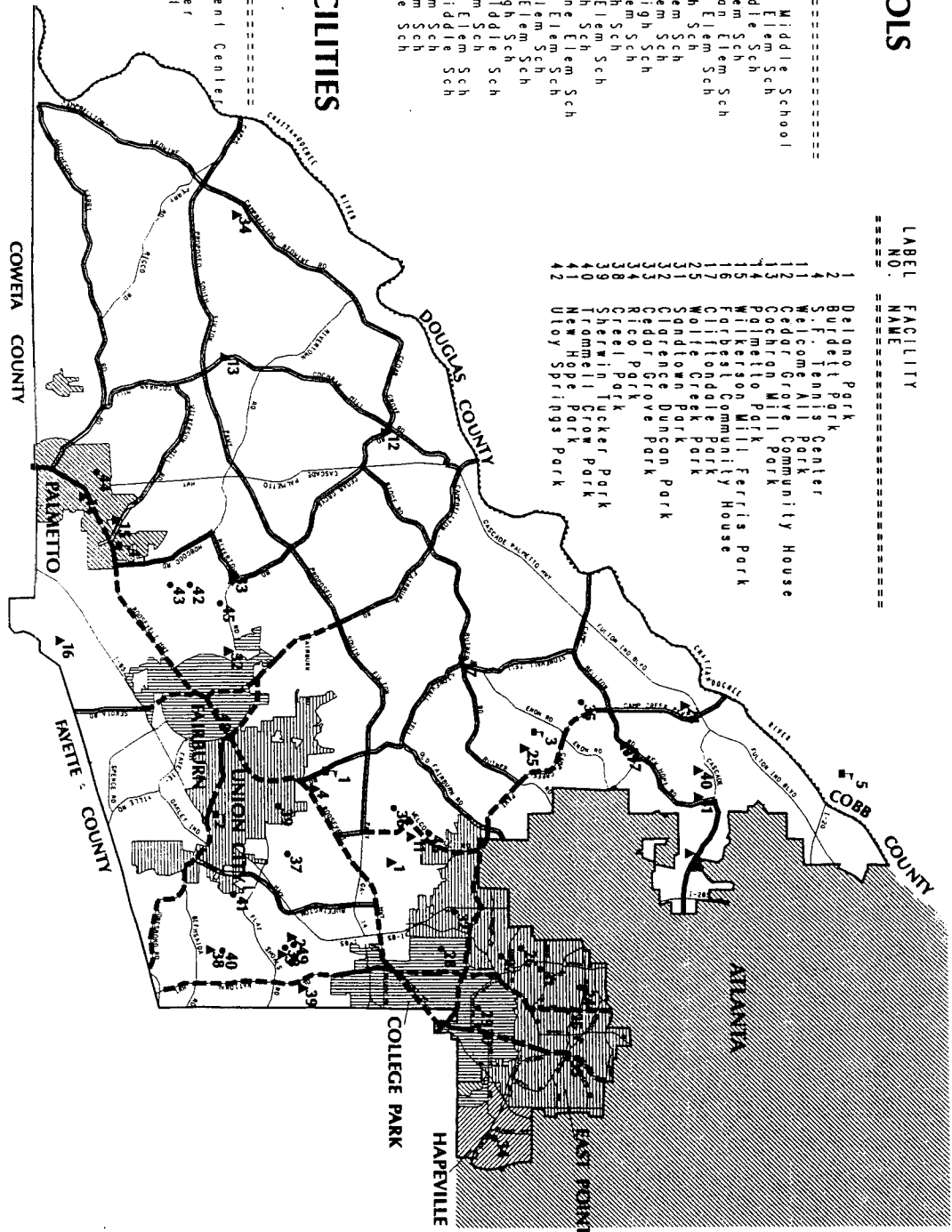
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36	Seaborn Lee Elem Sch
37	Bonaker High Sch
38	Mary M. Bethune Elem Sch
39	C.H. Gullait Elem Sch
40	Love Nollon Elem Sch
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43	Beat Creek Middle Sch
44	Palmetto Elem Sch
45	Evolution West Elem Sch
46	Com Creek Middle Sch
47	Randolph Elem Sch
48	Cambell Elem Sch
49	McNair Middle Sch

▲ PARKS

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31	Clarence Duncan Park
32	Cedar Grove Park
33	Rico Park
34	Creech Park
35	Shelwin Tucker Park
36	Tromwell Grov Park
37	New Hope Park
40	Utoy Springs Park

⌄ OTHER FACILITIES

LABEL NO.	FACILITY NAME
1	S. F. Government Center
2	Shannon Mall
3	Olympic Center
4	S. F. Sky Port
5	Six Flags



FULTON COUNTY SOUTH OF THE CITY OF ATLANTA BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAY PLAN FACILITIES MAP

- CLASS I BICYCLE FACILITY (OFF ROAD) with Pedestrian Walkway
- CLASS II BICYCLE FACILITY (ON ROAD)
- GREENWAY

SCALE 1" = 13000'

Prepared by Fulton County, Department of Planning and Economic Development, Intermodal Transportation Division

APPENDIX B:

Objective Criteria for Assessing Bikeway Projects in Fulton County

Potential criteria for assessing viability of bikeway projects may be grouped and ranked in terms of five categories: enhanced safety, adjacent land uses, access to transit, project costs and funding, and community support. Ranking may be from one to five (1-5) with higher scoring projects being considered more viable.

Name of Road _____

Approximate Length _____

Land Lot District _____

Commission District _____

Estimated Project Cost _____

Rank Criteria

A. Enhanced Safety

- _____ Minimizes number of difficult intersection crossings
- _____ Minimizes contacts with curbside parking and curbing
- _____ Increases bicycle safety along roadways with high speed/high volume traffic
- _____ Removes barriers to bicycle access and increases directness of access
- _____ Availability of favorable roadway conditions (smooth pavement, good sight distance, adequate lighting, adequate railroad crossings)
- _____ Is consistent with the American Association of State Highway and Transportation Officials (AASHTO) design guidelines

B. Adjacent Land Uses

- _____ Provides continuity to existing or planned bikeway facilities for logical beginning and end points
- _____ Provides connectivity to public facilities and other pedestrian destination points
- _____ Provides connectivity to major employment centers or to higher density residential areas
- _____ Is designed to be environmentally sensitive to adjacent natural features
- _____ Is consistent with state and local environmental regulations

C. Access to Transit

- _____ Provides connectivity and accessibility to other transit related projects impacting the area
- _____ Provides or enhances accessibility to rail service
- _____ Provides or enhances accessibility to heavy bus corridors and bus stops

D. Estimated Project Costs and Funding

- _____ Availability of federal or state funding
- _____ Availability of local funding
- _____ Availability of funding from public/private partnerships
- _____ Availability of right-of-way
- _____ Minimum number of road improvements are necessary to accommodate bikeway facility (utility relocation, curb and gutter etc.)
- _____ Potential for facility construction costs to be incorporated in any planned (local or TIP) improvement of adjacent roadway
- _____ Potential for facility maintenance costs to be incorporated into regularly scheduled maintenance of adjacent roadway

E. Community support

- _____ Potential or undocumented public support
- _____ Documented public support (letters, petitions, phone calls, public hearings)
- _____ Administrative support
- _____ Bikeway included in an adopted regional plan
- _____ Bikeway included in an adopted local plan

Objective Criteria for Assessing Sidewalk Projects in Fulton County

Potential criteria for assessing viability of sidewalk projects may be grouped and ranked in terms of five categories: enhanced safety, adjacent land uses, access to transit, project costs and funding, and community support. Ranking may be from one to five (1-5) with higher scoring projects being considered more viable.

Name of Road _____

Approximate Length _____

Land Lot District _____

Commission District _____

Estimated Project Cost _____

Rank Criteria

A. Enhanced Safety

- _____ Rectifies difficult, indirect or non-existent crossings on roadways
- _____ Reduces conflicts between pedestrians and turning traffic movements
- _____ Eliminates obstructions at street corners and along the roadway
- _____ Removes barriers to pedestrian access and increases directness of access
- _____ Replaces or expands broken or narrow facilities
- _____ Is consistent with the Americans with Disabilities Act mandates for pedestrian access
- _____ Provides or improves lighting, landscaping or security features

B. Adjacent Land Uses

- _____ Provides access to higher density residential areas
- _____ Provides continuity to other segments of an existing sidewalk network for logical beginning and end points
- _____ Provides a facility to replace non-standard pedestrian routes
- _____ Provides connectivity to pedestrian destination points such as activity centers and institutional centers
- _____ Provides connectivity to major employment centers

C. Access to Transit

- _____ Provides connectivity and accessibility to other transit related projects impacting the area
- _____ Provides or enhances accessibility to rail service
- _____ Provides or enhances accessibility to heavy bus corridors and bus stops

D. Estimated Project Costs and Funding

- _____ Availability of federal or state funding
- _____ Availability of local funding
- _____ Availability of funding from public/private partnerships
- _____ Availability of right-of-way
- _____ Minimum number of road improvements are necessary to accommodate sidewalks (utility relocation, curb and gutter etc.)
- _____ Potential for facility construction costs to be incorporated in any planned (local or TIP improvement of adjacent roadway
- _____ Potential for facility maintenance costs to be incorporated into regularly scheduled maintenance of adjacent roadway

E. Community support

- _____ Potential or undocumented public support
- _____ Documented public support (letters, petitions, phone calls, public hearings)
- _____ Administrative support

APPENDIX C:

***PUBLIC COMMENTS AND RESPONSES
TO THE DRAFT BICYCLE AND PEDESTRIAN PLAN***

Comment: Who is this Plan being written for? Do they accept that [the] current situation needs improvement?

The Plan was written with two particular audiences in mind . First, for Fulton County citizens to recognize the need for a plan, to endorse the Plan's vision, and assist in its implementation. Second, for the Fulton County Board of Commissioners to adopt the Plan's policies, which provide a framework for specific strategies necessary to successfully implement the Plan.

Comment: What is the role of various agencies, elected officials, citizens, special interest/advocacy groups, business, etc. in the implementation of the Plan?

Fulton County proposes to develop a multi-purpose Task Force to examine five different areas of implementation: capital facilities / standards, education, public outreach, enforcement and finance. The Task Force members are not yet identified, but will reflect a broad range of community interests. The Task Force will make recommendations to the Fulton County Board of Commissioners and other elected boards for adoption and implementation of specified projects.

Comment: [Do you have] any idea of how many miles of sidewalks there are, are needed, number of outstanding citizen requests? [Do you have] any idea of how many miles of road are currently good for bicycling...?

As the Plan states, there is no current information on the location of existing sidewalks and bikepaths. One of the proposed implementation items includes a survey of existing facilities so that gaps in routes can be addressed. The criteria for prioritizing suggested facilities are included in Appendix C.

Comment: [The Plan does not] explain the range of changes available to improve bicycling and walking conditions.

The Task Force will review and recommend their opinion as to what kinds of improvements are the best value for public dollars as a general standard.

Comment: The following statement/assumption is an important one for people to acknowledge/accept: "Recognize that all roads, which do not explicitly prohibit bicyclists, will be used by bicyclists; therefore all roads should be designed with them in mind."

According to state law, bicycles are vehicles and therefore permitted, unless explicitly prohibited, to travel on all public roadways. The forthcoming standards should therefore include a standard design for new roadways that accommodates bicycle (and pedestrian) travel.

Comment: Measurements of performance (success) need to be identified to gauge progress toward goals.

Evaluation of bicycle/pedestrian facilities and programs is included in the continuous planning process strategy. Performance measures are a necessary tool to keep the planning process relevant and useful.

Comment: The Rivermont Homeowners Association would like to request that you consider Rivermont Parkway for addition to ... the Plan.

Comment: Add a "Big Creek" link: On Autry Mill Road from Old Alabama Road to New Prospect School through the planned Big Creek corridor.

Comment: Extend the paved shoulder for a bike path the [entire] length of Willeo Road over Willeo Creek connecting Willeo Road and Upper Roswell Road.

The maps associated with the Plan (see Appendix A) show a system of bicycle facilities that would accomplish the Plan's purpose to provide a network. These proposed locations are not necessarily the only or even the priority locations for facilities. Any proposal, such as for the above projects, is welcome and will be considered by Fulton County for inclusion in a work program.

Comment: Pursue sidewalk "impact fees" instead of current requirement [for new development] that results in sidewalks that are not connected to anything.

This is an excellent suggestion and will be passed on to the Task Force for their discussions on finance strategies.

Comment: Link the Plan to new (planned) schools.

Although the Board of Education is a governmental body independent of the Fulton County Board of Commissioners, BOE staff will be part of the Task Force. Both the Plan and Task Force recommendations will be sent to the BOE for their consideration.

Comment: Fulton County desperately needs....to designate bicycle / pedestrian facilities and begin reducing our dependency on the automobile.

The Board action to adopt the Plan gives staff the mandate to begin work. Citizen interest and support will be critical to implement the specific recommendations that will be developed for the Board's consideration.